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## *Memorandum*

TO: BATA Oversight Committee

DATE: April 7, 2010

FR: Executive Director

W. I. 1256

RE: Antioch Bridge and Dumbarton Bridge Seismic Retrofit Projects  
(BATA Resolution No. 86, Revised)

### Antioch Bridge Seismic Retrofit Project Allocation

On March 10, 2010, the Department opened nine bids for the Antioch Bridge Seismic Retrofit Project. The project was bid as an A + B contract, a bidding method that rewards a contractor for completing a project as quickly as possible. By providing a cost for each working day, the contract combines the cost to perform the work (A component) with the cost of the duration of the work (B component) to determine the lowest cost to the public. While the contractor is still paid only the A component of the bid, the low bid is determined by a combination of the A component with B component.

The Antioch Retrofit Project had an engineer's estimate of \$93 million and projected construction duration of 560 days. Actual bids were significantly less and ranged from \$35 to \$65 million plus 300 to 560 days bid. The current low bidder is:

California Engineering Contractors (CEC) of Pleasanton, CA  
Bid amount: \$34,926,343 and 300 days  
For a combined A+B bid of \$38,076,343

The low bids are likely the result of the favorable bidding climate. The Department has received a bid protest and is in the process of investigating it. Upon resolution and allocation of funds, the Department will award the contact to the lower responsive bidder.

Given the low bid for the construction and a re-estimating of the contingency requirements for the project, the Toll Bridge Program Oversight Committee (TBPOC) is reviewing the overall adopted budget for the project. Staff will report on the TBPOC discussions in regards to the budgeting for the project at the BATA Oversight Committee meeting.

To complete the fund allocations for the project, staff and Caltrans are recommending a capital allocation of \$67 million for the work that includes a risk adjusted contingency to account for the protest and identified project risks. Staff is also requesting an additional allocation of \$12 million for capital outlay support for oversight of the work (Note: \$19 million in support funding was previously allocated for design and engineering costs).

### Dumbarton Bridge Seismic Retrofit Project Bid Document Approval

Since 2006, Caltrans and BATA staff also have been developing design strategies for the Dumbarton Bridge Seismic Retrofit Project. Given the safety nature of the work and the favorable bidding environment, the project was advertised on March 15, 2010 by Caltrans with the approval of TBPOC to get the project documents out into the hands of the contracting community as soon as possible. However, as the project is now part of the Toll Bridge Seismic Retrofit Program pursuant to AB 1175, the project documents need BATA's formal approval, as well.

At its meeting on April 1, 2010, the TBPOC authorized Caltrans to issue an addendum (Addendum #1) to remove project scope from the Dumbarton Bridge seismic retrofit. After an analysis conducted by Caltrans and with the assistance of independent experts, it was determined that the east and west approach structures to the bridge (e.g. column base and bent caps) did not need retrofit as originally designed. As a result, that part of the retrofit work will be removed from the project scope, which should result in a lower projected cost for the project than the current estimate of \$483 million.

BATA staff requests that the Authority approve the project bid documents (including Addendum #1 as described above) and authorize the BATA Executive Director to approve further contract addenda as necessary for the project. Bids for the project are scheduled to be opened on May 27, 2010, after which the Authority will be requested to allocate funds to the lowest responsive bidder for the work.

### **Recommendations**

Staff recommends that the BATA Oversight Committee refer BATA Resolution No. 86, Revised to the Authority for approval of the following:

1. To allocate \$67 million for the capital construction of the Antioch Bridge Seismic Retrofit Project and an additional \$12 million for construction oversight and inspection support of the project.
2. To approve bid documents for the Dumbarton Bridge Seismic Retrofit Project and to authorize the BATA Executive Director to approve additional contract addenda as necessary for the project

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Steve Heminger